IRON HIGHWAYS.

Earnings of the Cincinnati, Indianapolis, St. Louis and Chicago Road.

The Report That the Pennsylvania Is Bidding for the C. H. and D. Believed to be True-Fast Freight Lines-Other Items of the Ball.

The brokers are preparing for their annual

The Indiana Railway Guide for May has been issued.

The east bound lumber rate has been reduced from 28 to 23. The Indianapolis rate sheet for the month

of May has been distributed.

P. E. Poindexter has been appointed agent of the J, M. and I at Jeffersonville.

W. S. Belthim, General Passenger Agent of the L., N. A. and C. saysthat the passenger business of the road is increasing rapidly.

At a meeting of the local Passenger Agents Association vesterday afternoon it was agreed to abolish all cross-road agencies on May 10. Rates to Atchison, St. Jce and Leavenworth were advanced.

The subject of eating in transit is one which has been sgitated of late, and various conclusions reached by various writers. The opinion has been ventured by many that the basket lunch will eventually supersede the eating-house and dining-room car. The basket lunch is consumed at leisure, and requires no combaraome dining room Birangement. It has become very popular on a number of the Eastern railroads, and will no doubt be put on many of the Western lines ere long.

The engineers on the Vandalia who run the limited are anxious to show how fast a train can be hauled between Indianapolis and Terre Haule, and considerable rivalry has sprung up as to who can make the best time. The west-bound limited was an hour late in leaving Indianapolis on Monday. The engine was run by Nick Dodson. Andy Walker made the run a short time ago in ninety-four minutes, and Dodson attempted to beat this record. In this he failed, but succeeded in sharing honors with Walker, as the train was standing at the depot in Terre et ninety-four minutes after it left Indianapolis.

A correspondent of the Pall Mall Gazette compares the fast trains of this country, and easily shows that there are a great many more fast trains-forty miles an hour or more—there than here. There never was any question about that among well-informed people. We have felt justified in some completency because we have a faw trains which make esgood time as the fastest fast train abroad. There are, perhaps, but balf a dezen such trains bere, and of those which are not the fastest, but run forty miles an hour or more, there are scarcely as many bere, while there are score and perhaps hundreds in England.

In local railway circles yesterday it seemed generally accepted that the Pannsylvania was a bidder for the control of the C., H. and D., and that success depended upon the one question not altogether simple as to whether the Erie management can, in court, establish its right to vote the pooled stock. President John King, of the Erie, is no light-weight in a fight of this kind, but the logic of the sitnation stems to be against him. It is generally admitted that it would be a big thing fer the Pan-Handle and not a bad thing for the city, except so far as it might in a way entagonize one of the city's best-proven friends, the Big Four management, by giving the Pan-Handle a throngo line of its own from Cincinnati to St. Louis.-Cincinnati Commercial Gazatte.

Notwithstanding all the abuse that is being heaped on the fast freight lines by magazines devoted to railway interests, prominent railroad men say that their abolishment would retard the railroad business greatly. and an official of one of the Indianapolis lines said only yesterday that they could not be disrepsed with entirely, nor is it likely that they ever will be. In many manances fast freight line agents are accused of rate cutting when they are not guilty, and one paper has the assumption to say that as long as these lines remain in existence rates will be demoralized. This is a "chestnut," and a very broad one too, for if such was the case the fast freight lines would have been things of the past ere this writing. Fast freight line agents may be sinners, but they are not near so wicked a class as some of the newspapers would have the public believe.

Canada is the country of light railroad earnings. The average earnings per mile of the 9,575 miles in operation for the year to June 30, 1884, as reported by the Chief Engineer and General Manager of the Government railways, were \$3,401 per mile, against \$7,461 for the railroads of the United States in the last year reported. The Canada Southern led, with \$10,600 per mile. Parts of the Grand Trunk may have exceeded this. but the whole system is given together, earning an average of \$6,290 per mile. The two companies together, baving 31 per cent. of the whole Canadian railroad milesge, had 60 per cent. of the total earnings, and the other il irty-six companies, with 6,625 miles of of \$2 010 per mile, on which railroads would starve to death almost anywhere else in the word. It might be thought, perhaps, that the average is brought down by the large mileage of the new and undeveloped Canadian Pacific, but its earnings are above the average of the thirty six roads, not below. Among them all only two carned more than \$3,500 per mile, and these together have but may seven and a half miles of road. All the other extreme are earnings per mule for the year of \$39, \$250, \$264, \$283, \$436, \$486 and \$510.

BIG FOUR EARNINGS. Mr. E. F. Oshorn, Treasurer of the Cincinnati, Indiarapolis, St. Louis and Chicago Rallway Company, makes the following com-

for the fourth week of A	pproximat pril:	e earnings
A)	proximate. 1885	Actual.
Fassengers Local freight Foreign freight Line freight Express Matie	16 676 76 23,846 03 1,162 35	\$ 20,623 37 13,068 37 23,113 41 411 20 1 384 16 2,166 11
Total,	62,411 06 45,411 20 45,760 87 44,044 36	\$ 60,706 72 45,704 92 45,704 92 45,704 92

Total for four quarters, \$197,627 49 \$197,821 48 Through chair car service between Cincinnati and Peoria now running over the I., B. and W. and C. H. and D. will be transferred to the I, D, and S. and P, D, and E. on Sunday next. In addition to this through Pullman sleeping cars will be run between Columbue, Ohio, and Peoria by the Pan-Handle, I., D. and S. and P., D. and E. Solid trains | in their name,

will be run between Indianapolis and Peoria over the L., D. and S and P., D. and E.

Local Courte.

SUPERIOR COURT. Room No. 1-Hon. N. B. Taylor, Judge, John C. Wilmerding et al. vs. David A. Ralaton et al. Suit on note. Dismissed. Andrew Smith et al. vs. Able D. Streight.

Suit on note. Dismissed. Joseph Gottlieb et al. vs. Leopold Mayer. Suit on account. Dismissed.

The Howe Mechine Company vs. John Jennings et al. Suit on no e. Dismissed. Aaron Craig et al. ve. Moses C. Hamilton et al. Spit for partition. Partition made. American Hoop Dressing Company vs. in the Criminal Court. Samuel B. Gardner. Suit on draft. Judg-

ment for \$278 40. Francis B. Hord vs. Charles E Clark et al. Suit on note. Judgment for \$318 60. Cabinet Makers' Union vs. Henry H Jackson. Suit on account. Judgment for

\$472.33 Merchants' National Bank of Chicago vs. the United States Encaustic Tile Company et al Suit on notes. Judgment for \$10,-

Room 2.-Hon. D. W. Howe, Judge. Lucinda M. Morton vs. United States Encaustic Tile Company et al. Suit on note. Finding and judgment sgainst United States Encaustic Tile Company for \$2,306 96. John C. Thomas vs. Catharine Blatz. Suit

for damages. On trial by jury. Room 3.-Hon. Lewis C. Walker, Judge. David D. Long, guardian, vs. William Wallace, administrator. To recover property. On trial by jury.

CIRCUIT COURT. Hon. A. C. Ayres, Judge.

In re. Corydon R. McLaughlin. Verdict of intanity. Desdemona Howland et al. vs. Charles Mayer et al. To recover property. Under advisement.

Real Estate Transfers.

The following deeds were recorded Tuesday, May 5, as reported by Steeg & Bernhamer, ab stract compilers, 12 and 15 Thorpe Block. Telephone, 1,018:

August Diener and wife to Henry Strat-man, warranty deed to lot 22 in Petti-bene & Richards' Highland Home addition to the city of Indianapolis \$ lames F. Failey and wife to Thomas S. Hacker and wife, warranty deed to part of lot 14 in E. B. Martindate's addition to the city of Indianapolis ... John Nixon and wife to Minnie Myer. warranty deed to part of lot 55 in the town of New Bethel .. J. Henry Grueners and wife to John G.

Gisler, warranty deed to part of lot 150 in McCarty's re-subdivision of outlot 17 to the cit, of indianapolis Johnson C. Holmes to Catharine J Holmes, warranty deed to part of lots 7 and s in Biske's subdivision of outlot 7 in the city of Indianapolis Henry D. Bond et al. to Frances T. Hord. warranty deed to part of lot 2 in Drake's addition to the city of Indianapolis 7,000 00 Thomas W. Fiscus to Mary L. Wainwright, deed to lot 18 and part of lot 19 in Young's subdivision of outlot 181 in

Wm. Wallace, receiver, to Louis Lapper, receiver's deed to lots 31 and 32 in Dowpey's Arsenal Heights' addition to the city of Indianapolis. Wm. Wallace, seceiver, to Wm. Shiel, receiver's deed to lots II, 12 and 49 in Downey's Arsenal Heights' addition to the city of Indianapolis. . Wm. Shiel and wife to Henry shiel, warranty deed to lot 19 in Downey's arsenal Heights' addition to the city of In-

the city of Indianapolis.

dispapolis. John H. Vajen and wife to Adeline Hach, warranty deed to lot 8 in John H. Vajen's subdivision of block 13 in Holmes' west-end addition to the city of Indianapolis. Catherine Meyer et al. to August B. Meyer et al , warranty deed to lote 77 and 78 in Dunlap & Tutewiler's subdivision of lots 20, 21, 22, 23 24, 25 and 25 of B. F. Morris' addition to the city of Indian-James F. Coburn and wife to Mary Getsel, warranty deed to lot 4 in James F.

Coburn's 1st addition to Belmont Conveyances, 13; consideration \$22,400 00

Couldn't Identify Him A number of citizens of Washington and Gibson Counties were summoned to appear before the Federal Court Grand Jury yesterday, the authorities hoping to connect John Reno with the passing of counterfeit money in their localities. After looking at the prisoner none of the men were positive that Reno was the man who passed counterfeit money upon them and they were suffered to return home without appearing before the Grand Jury. There is little doubt but Reno will be convicted of the offense in this city for which he was arrested.

The Board at Evansville.

Governor Gray left yesterday for Evansville, and the Board of Commissioners of the new Insans Hospitals will meet there to-day and make an inspection of the work on the building. It is presumed that the charge, made by an Evansville paper, that the material is not according to contract, will be looked into by the board during its visit.

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With sickness when it can be prevented and cured so ensily With Hop Bitters!!! Having experienced a great deal of

"Trouble!" from indigestion, so much so that I came near losing my

My trouble always came after eating any

However light And digestible. For two or three hours at a time I had to go through the most

Exerucisting pains. And the only way I ever got" Was by throwing up all my stomach con-

tained. No one can conceive the pains that I had to go through, until "At last!"

I was taken! "So that for three weeks I lay in bed and Could eat nothing! My sufferings were so that I called two

doctors to give me something that would stop the pain. Their Efforts were no good to me. At last I heard a good deal "About your Hop Bitters! And determined to try them."

Got a bottle-in four hours I took the con-

Next day I was out of bed, and have not SEED 8 "Sick!" Hour from the same cause cince. I have recommended it to hundreds of

others. You have no such

"Advocate as I am."-George Kendall, Allston, Boston, Mas. Columbus Advocate, Texas, April 21, '83. Dear Editor:-I have tried your Hop Bitters, and find they are good for any com-plaint. The best medicine I ever used in my family. H. TALENER.

None geruine without a bunch of green hops on the white label. Shun all the vile, poisonous stuff with "Hop" or "Hope"

COURT-HOUSE LOCALS.

Several Interesting Suits Filed in the Superior Court.

Charles Hensley To Be Tried on the 25th-Mollie Fette Suing for \$6,000.

Lucinda M. Morton yesterday took judgment in Room 2 sgainst the Tile Works on

notes for \$2,306 06. The case against J. T. Woodward for grand larceny and embezzlement is set for the 14th

The County Board, yesterday, allowed bills aggregating \$1,435. In the afternoon they

went to the work-bouse. The Merchants' National Bank, of Chicago, yesterday took judament in Judge Taylor's room, against the Encaustic Tile Works, on notes for \$10,976,62

The will of Robert Schmidt, deceased, was probated yetserday. The property is left among his children, and his son Adolph is named as executor.

Corydon R. McLaughlin, recently sent to the Insane Asylum, was yesterday declared insane in the Circuit Court, for the purpose of appointing a trustee for his estate.

The suit of Desdemona Howland and others against Charles Mayer and others was concluded yesterday in the Circuit Court, and taken under advicement by Judge Ayres.

Charles S. Hensley is to be tried on the 25th in the Criminal Court. Hensley is the man who was arrested and indicted for having an abortion procured on his wife, which caused her death.

The surety of the peace case against Venda Shuliz is to come up for trial before Judge Norton on the 13th. This is the case in which A. W. Gregg made the original affidavit against the defendant in 'Squire Woodward's Court.

Sarah R. Letta Root has filed for divorce from Charles Root. They were married in April, 1882. She charges failure to provide and cruel treatment. They have one child for the custody of which the plaintiff petitions. She lives at Southport.

The suit of John C. Thomas vs. Catharine Blatz is on trial in Room 2. Plaintiff is suing on a warranty and claims to have bought a horse of defendant, which afterward proved to be a "stump sucker." Demand is made for full value of the animal.

Thomas J. Bryant has filed enit against Christopher Hilgenberg and Henry Ulmer to recover possession of lot 09 in Danlap and Tutewiler's subdivision. He alleges that defendants have possession without right, and for ten years have kept him out of it. Demand is also made for \$500 damages.

A. V. Lawrence and w fo have filed suit against W. A. Brokaw and wife and J. L. Bradley to set aside a deed and quiet title. Plaintiffs allege ownership in January, 1879, of parts of lots 11 and 12 in outlet 34. On that date Brokaw claimed to be owner of 620 scres in Greenwood County, Kansas, but that he was not such owner as a matter of fact. Upon his representations, however, a trade was made, after which Brokaw disappeared and can not be found. The plaintiffs can not, therefore, procure a surrender of the deed. The complaint is in two paragraphs.

Ellis W. Redpath & Co., for themselves and others, have filed suit against Henry Tutewiler and W. G. Cook, his assignee, to set aside the assignment. The complaint alleges that in April judgments were recovered by plaintiffs and others against Tutewiler & Son aggregating \$2,226.20. The Sheriff levied on lots 10 and 11, in square 23, but the judgments are not liens, because Tatewiler conveyed, by deed of assignment, the real estate to Cook. It is claimed that the several claims represented, which have since taken the form of judgments, were created long before the assignment. Because of the preference given certain creditors in the assignment; therefore the assignment is void, and the deed conveys no title to the assignce. Cook claims to hold \$1,000 by virtue of the deed of assignment, which the plaintiffs ask may be applied to their claims, and at the same time have the assignment

The suit of David D. Long guardian, vs. William Wallace administrator, which is on trial in Room 3, is a case which was originally in the Circuit Court. The complaint alleges that Mollie Fette, at the solicitation of Maria Fette and her husband, in 1871 went to live with them in this city. They had no children. Charles Fette died in March, 1881, and Maria Fette died in December, 1881. At the time plaintiff's ward went to live with her nucle and aunt, the deceased, they gave her thoir name. They became much attached to her and proposed that if she would continue to live with them during their life time, and set toward them as their child, and nurse them during their sickness, they would give her their entire estate. Upon the death of Charles Fette, his wife refleated the promise to the claimant herein, but because of her age and infirmities she failed to make a will as was her intention. Demand is made for the entire amount of the estate, which is valued at \$6,000. Judge Ajres was originally one of the attorneys in the suit, and for eason by agreement the case was sen! to Judge Walker for trial.

The Persian Mission.

Hon. Bayless W. Hanna was in the city yesterday en route for Washington City, where he will receive final instructions before leaving for Feberan, the Persian capital. The new minister has been given thirty days for preparation and sixty five days in which to reach Persia. He will go by way of London, thence by an East India steamer down the Mediterranean to Maita, thence to the Black Sea, sailing its entire length to Poti; thence by rail to Baku and the oil regions on the Caspian and across to Persia.

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Beard the reader is respectfully referred. The Science of Life should be read by the young for instruction, and by the afflicted for relief. It will benefit all.—London Lancet. There is no member of society to whom The Science of Life will not be useful, whether youth, parent, guardian, instructor or elergyman .-

Argonaul. Address the Peabody Medical Institute, or Dr. W. H. Parker, No. 4 Buifinch street, Boston. Mass, who may be consulted on all diseases requiring skill and experience. Chronic and obstinate dis-cases that have baffled the skill of other physicians a specialty. Such treated successfully with out an instance of failure Mention this paper. HEAL THYSELF.

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Ohio and Mississippi, 8:10 am Vincennes 1:00 pm East St. Louis..... 8:35 am Mitchell..... 2:47 pm RAILWAY TIME TABLE.

Went into effect Wednesday, April 12, 1885. TRAINS BON BY CENTRAL STANDARD TIME. effersonville, Madison and Indianapolis Southern Ex.d'y 4:10 am Ind. & M. Mail... 9:45 am L. & M. Ex., d'y. 8;15 am Ind. & Chi. Ex., 10:45 am Lon. & M. Mail., 3:50 pm N.Y.& N.Fl. Ex., 7:00 pm Louisv. Ac., d'y. 6:45 pm St. L. & C. F. L...10:45 pm For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Vandalia Line. Depart 7:15 am New York Ex 3:50 am N. Y. Limited... 8:15 sm Mail & Ac....... 10:00 sm Day Express, d'y12:00 sm Cin. & L. F. L.... 3:35 pm Terre Vauta Ac.. 4:00 pm New York Ex.... 4:15 pm Pacific Ex., d'y-10:45 pm N Y. Limited... 5:25 pm Ind & S. Bend ex 7:10 am S. Bend & Ind ex 10.55 sm Ind. & S. Bend ex 5:10 pm S. Bend & Ind ex. 6:42 pm For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

enati, Indianapone, Louis Candat. CINCINNATI DIVISION. part-Clucinnati and Florida Fast Line, daily, s. and c. c Cin., Rushville and Col. Acc Cin. and Louisville Mail, p. c..... 3:45 pm Arrive-Indianapolita Acc., daily..... 6:55 pm ... 4:55 pm daily, s. and c. c

Depart-Chicago and Rock Island Ex 7:10 are Chicago Mail, p. C 5:10 pm Chicago, Peoria and Burlington Fast Line, S., r. C11:20 pm Arrive -C. and L. Fast Line, d'y, c. c., s... 3:35 and Lafayette Acc. 10:55 and Cinn, and Louisville Mail, p. c... 8:30 pm Cincinnati Acc The time via C., I. St. L. and C. and L. E. and W.

CHICAGO DIVISION

as follows: Leave Inda'polis 5:00 pm | Ar. India'polis 10:40 and Arrive Lalayette 7:25 pm Lv. Lafayette... 8:05 am
Arrive Bloom'tn 12:10 am Lv. Bloom'tn 2:55 am
For map, time tables, rates of fare, and all information apply at Tieset Office, 186 South Illinois street, and Union Depot Tieket Office. Chicago, St. Louis and Pittsburg.

(PAN-HANDLE AND PENNSYLVANIA LINE.) Depart. New York, Philadelp'a, Washington, Balti-more, Pirtsburg, and Columbus Express ... * Columbus Express... * 4:10 a.m. ** 11:45 a.m. Dayton & Columbus Ex ** 11:10 a.m. ** 4:35 p.m. Richmond Accommo 4:00 p.m. ** 9:40 s.m)

New York, Philadelp's, Washington, Balti-more, Pittsburg, Co. lumbus & Dayton Ex * H 4:35 p.m. ** 16:10 p.m. Y. Limited...... ** 8:00 a.m. CHICAGO DIVISION, VIA KOKOKO, Louisville and Chicago Fast Express. .. * 11:00 p.m. * 4:00 a.m. Louisville and Chicago ** 11:15 s.m. 00 3:85 p.m. EXPICES, P. C..... Daily except Sunday. s Sleeping car. For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office.

Wabash, St, Louis and Pacific Railway. Det, & Chi, Mail, 7:15am Det. Ex., 8...... 8:00am

Indianapolis and Vincennes. Ml. & Cairo Ex... 8:18am Vincennes Ac.....10:40am Vincennes Ac. ... 4:00pm Ml. & Cairo Ex. .. 6:30pm For tickets and full information call at ticket office Penn. Lines, northeast corner Washington and Illinois streets, or Union Depot Ticket Office. Cincinnati, Hamitton and Indianapolts. Cin., Day & Tol... 4:00am Connersy, Acc. ... 8 30am , D., T. & N. Y... 10:45am Cin., P. & St. L. ... 11:50am Connersy. Acc ... 4;25pm Cin. Acc ... C., D., T. & N.Y. 6:35pm Cin., P. & St. L. ... 10:40pm

Indiana, Bionmington and Western. PEORIA DIVISION, Pacific Ex & Mail 7:25em E.&S, Ex.r.r, a dy 3:50am K. &T.F. Liner.c 5:07pm Cincin. Spec. r.c.11:05am B&R.I.Ex. d.s.r.c11:10pm Atlantic Ex&M ... 6:30pm EASTERN DIVISION. E'nEx.r.c., 8 'id ... 4:20am PacificEx.r.c. dly 6:55am Ticket Office, No. 138 South Illinois street or at the Union Depot Ticket Office. S, indicates sleep er; r, c,, reclining cars. Indianapolis, Decatur and Springfield. Mail & Day Ex 7:00am Mail & Day Ex ... 12:00 rg

Local & Day Ex., 5:30pm Local & Day Ex., 6:15nm Louisville, New Albany and Chicago. (Chicage Short Line Division.) Depart. Frankfort Acc 5:00pm Indianap'lis M'l.. 3:15am Chicago Ng't E.s. 11:20pm Ind. Ng't Ex. d.s. 8:85am C. & M. City M 1.12:45pm Indianapoli Ac.10:00am For tickets and information, call Union De-

pot and 26 South Illinois street. Indianapolis and St. Louis. Day Express rs... 7:10 am N. Y. & B. Ex. ... 8:45 am Paris Express 8:50 pm Local Pass 9:50 am B. & St. L. Ex... 6:25 pm Ind'apolis Ex.... 3:00 pm N. Y. & St. L. Ex11:30 pm Day Express..... 6:25 pm For tickets and all information call at city office;

No. 2 Bates House Block, Union Depot and Massac

Cleveland, Columbus, Cincinnati and las dianapolis. Depart. N. Y. & Bo. Ex... 4:00 am L. N O & St L Ex 6:40 am D. S. & N. Y. Ex. 10:10 am W. Ft. W. & M Ex. 10:45 am And. & Mich Ex.11:15 am B. Har. & A. Kr. 2:20 pm W.Ft.W. & M.Ex 5:55 pm B. Ind. & So Ex. 6:00 pm N, Y, & B. Ex.... 7:15 pm N, Y. & S. L. Ex 11;18 pm

chusetts Avenue Depot.

BRIGHTWOOD DIVISION. 2:30 pm 5:49am... 4:00 am 6:35 sm 3:30 pm 10:45am... 5:25 pm 10:10 am. .10:85 pm ... 7:15 pm | 3:25pm... For all information, rates, maps, time tables, etc., call at the Union Ticket Office, Eates House

corner, Massachusetts Ayenne Depot or at the

STATE BAILWAY TIME TABLE. Evansville and Torre Baute Railroad. [Via Vandalia Line.] Lve-Indianapolis. 17:15 zm "P11:55 am "810:45 pm Terre Haute. 16:40 am 8:00 pm 3:20 am Evansville. 4:00 pm 7:05 pm 7:10 am Arr—Evansville..... 4:00 pm 7:05 pm 7:10 am Lve—Evansville..... 16:05 am PI0:36 am 8 8:15 pm Arr-Terre Haute. 10:00 am 2:17 pm 11:59 pm Indianapolis. 2:30 pm 4:40 pm 8:50 am * Dally. † Dally except Sunday. Parior car,

Evansville and Terre Haute Railroad. Lve-Indianapolis. | 7:10 am | 11:30 pm Terre Haute., 10:40 am P \$:00 pm s 3:20 am Arr-Evansville.... 4:00 pm 7:05 pm 7:10 am Lve-Evansville.... 6:05 am °F10:30 am °8 8:15 pm Arr-Terre Hante., 10:00 am P 2:17 pm 8 11:59 pm

Indianapolis. 8:15 pm 6:25 pm 8:45 am *Daily. † Daily except Sunday. PParlor car Eel River. LEAVE-EAST. Logansport..... 7:30 pm 7:00 am 7:10 pm 1:00 pm Denver I. P. & C. Crossing. 9:00 pm 7:53 am 6:23 pm 11:53 am Columbia City 11:81 pm 9:45 am 4:48 pm 9:12 am Auburn June... 1:12 pm 10:50 pm 3:25 pm 7:25 am Butler 2:00 sm 11:30 sm 2:45 pm 6:30 am

Logansport, Crawfordsville and South. western-Vandalia Line. SOUTH. a, m. p. m. 7:00 8:00 dep.....Logensport.....sr 11:30 9:20 8:55 4:55 dep.Colf'x via I. C.& L.ar 8:40 6:50 6:35 ar.... Indisnapolis... dep 7:00 5:20 5:45 ar.... Crawfordsville... dep 8:44 8:16 2:05 8:00 ar Terre Haute dep 6:40 4:00

Fort Wayne, Cincinnati and Louisville. (Leave Indianapolis via Bee Line.) SOUTHWARD. NORTHWARD,

p. m. 11:15 6:00 pm Ar, Ind'napolis Lv. 4:00 16:10 am 9:28 3:57 pm " ... Muncle ... " 6:00 1:15 pm 7:41 12:58 pm " ... Hartford ... " 6:37 2:00 pm 6:50 12:63 pm " ... Bruffton ... " 7:30 2:58 pm 5:50 11:00 am | Lv. Fort Wayne Ar 8:20 4:00 pm Direct connection at Fort Wayne with L. S. and M. S. trains for all points north and east.

Cincinnati, Wabash and Michigan, via Bea Ind & Gr R Ex... 4:15 sm | Wab & Ind Ex....11:05 am Mich & So B Ex., 11:00 am Cin & Ind Ex.... 2:30 pm Wabash Ex..... 6:10 pm Ind & St L Ex.... 11:10 pm Wabash Ballway. From Lalayette Junction, connecting with L. O.

Express, 985t..... 2:40 am 8:00 am 4:00 pm